

# The National *Falcon* News

The Monthly Magazine of The Falcon Club of America

October 2013



1967 Falcon Sport Coupe  
Rodney Woolnough  
Glenochy, Australia



# The National Falcon News

October 2013

## COVER: RODNEY WOOLNOUGH'S 1967

Rodney Woolnough went to great lengths to get his Falcon all the way to Tasmania. Read all about it on page 4.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

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# Falcon Club of America

## 2013 Business Meeting Minutes Bill Poole, Recording Secretary

The 34th annual Falcon Club of America (FCA) National Business meeting was held at 2:00 PM July 13, 2013, in the Silver Oaks Room of the Marriott Tulsa Southern Hills hotel, Tulsa, Oklahoma.

### WELCOME

Falcon Club of America President Cliff McKay welcomed all to the meeting and thanked Russ Welty and his friends for hosting this annual meeting. The members gave Russ and the others responsible for hosting the meeting a round of applause.

### Introduction of Officers, Chapter Roll Call and Recognition of Members

#### INTRODUCTION OF OFFICERS

President McKay introduced FCA Board members and officers and noted that Dale Daugherty had to leave prior to the start of the meeting due to another commitment.

#### CHAPTER ROLL CALL

President McKay asked Ray Chevalier, the Chapter Coordinator, to have the Regional Directors call the roll of their chapters with members in attendance.

Ray noted there were several changes in his area the past year. He was appointed to take the Chapter Coordinator's position when Mary Wagner was elected Vice-president of the FCA. There were also four new Regional Directors over the past year.

North Eastern Regional Director John Howard introduced the following chapters that had members in attendance: Hoosier, Northeast, Ohio Valley and the Ontario Chapters.

Ray advised that South Eastern Regional Director Ken Earnhardt has resigned from his position due to health issues and that Dave Wagner will be taking over the Regional Director's position. Ray introduced the following chapters that had members in attendance: Carolinas Falcon, Mason Dixon, Southeast, Suncoast, Tennessee Valley Falcons and the Virginia Falcons Chapters.

North Central Regional Director Jack Ellis introduced the following chapters that had members in attendance: Gateway, Greater Ozarks, Lake Michigan, Metro Detroit, Mid-America, Northland and the Wheat State Chapters. He noted the Mid-America Chapter was planning an FCA Regional meeting in September in Overland Park, Kansas, to help celebrate their 30th anniversary and will be hosting the 2014 FCA National meeting. He advised that members might pre-register for either or both events after this meeting.

In the absence of Ron Talley, South Central Regional Director, Ray introduced the following chapters that had members in attendance: Founders, Gulf States, and the Southern Coast Falcons Chapters.

South Western Regional Director Russell Welty introduced the following chapters that had members in attendance: Alamo, Capital City, Heart of Texas, Lone Star, Northeast Texas, Sooner State, Space City and the Third Coast Chapters.

Mountain Regional Director Ron Brown introduced the following chapters that had members in attendance: Arizona and the Mile-Hi Chapters.

In the absence of Pacific Regional Director Al Aiello, Ray introduced the following chapter that had members in attendance: Sonoma County Falcons for Fun Chapter.

Ray noted the following Chapters that will be hosting FCA Regional meetings over the next several months:

The Northeast Chapter at Sturbridge, MA on August 23rd and 24th

The Mason-Dixon Chapter at Edgewood, MD on September 6th and 7th

The Sonoma County Falcons for Fun and the River City Chapters at Rancho Cordova, CA on September 27th and 28th

The Southern Coast Chapter at Pensacola, FL on April 4th and 5th, 2014

### APPROVAL OF MINUTES

President McKay called the meeting to order and asked for a motion to accept the minutes of the 2012 FCA Business Meeting.

On motion of Chuck Beason (00774), seconded by Wally Till (08655), the minutes of the 2012 FCA National Business Meeting were approved as printed in the National Falcon News. The motion passed unanimously.

President McKay introduced Bonnie Stringer and Mary Biehl, FCA Club Store managers. Bonnie thanked the members for their support of the club store and noted that the store is self-sufficient again. She also invited FCA members to Mississippi in October for Cruisin' the Coast where there will be over 6000 cars and about 30 Falcons traveling together.

Cliff also introduced Wendy Crosby, FCA newsletter editor, and noted that the FCA National News had been recognized with a 14th Golden Quill award from Old Cars Weekly Magazine.

—Continued on page 17



# Woolnough 1967 Sports Coupe

**My 1967** is a little different from most of the remaining coupes in the U.S., probably because it has traveled a long way from where it was built. Possibly further than any other.

I bought the car during my visit to the 2005 Falcon Nationals in California. My reason to buy was because of its supposed links to its Australian brothers, the 1967-70 X Series Falcons.

The car was purchased from a friend in Los Gatos and it was cheap. Most of it was there and the rust wasn't too bad. All the stainless was with it plus a lot of other bits. My friends really couldn't understand why I wanted it when I could have bought a far better Fairlane, Mustang or Galaxie. They told me, "You know you can never turn a sow's ear into a silk purse."

Anyway, I went with it. We loaded it into a container with four other cars and shipped it to Melbourne, Australia.

The container took about six weeks to get to Melbourne. On its arrival, it was cleared through customs and then readied to be shipped again. Its new destination was Hobart, Tasmania.

Now for those who don't know Hobart, it's Australia's southern most capital city.

—Continued on page 9





# Falcon Club of America Officers

## **PRESIDENT**

Cliff McKay  
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futura@sbcglobal.net

## **WEB SITE**

falconclub.com



# Classified Advertising

## HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

**Email your classified ads to: [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com)**

**VERY IMPORTANT!** Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or [123falcon.com](mailto:123falcon.com). PA.

Not like this:

\* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at [123falcon.com](mailto:123falcon.com). Eastn pennsylvania

**To Advertise:** FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

**All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com). If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication. (July 20 for September issue) The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.  
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

### NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (May 20 for July issue). Please send your ads and photos by email if possible.

**[fca.editor@yahoo.com](mailto:fca.editor@yahoo.com)**

## CARS FOR SALE



1966 Falcon Econoline. Lots of rust. Good parts van. \$500 OBO. Ron Talley, 205-853-5703 or [rtalley5@bellsouth.net](mailto:rtalley5@bellsouth.net). AL.

1968 Ford Falcon Futura, four door Black. 250 6 cylinder engine less than 24,000 miles on engine. Rebuilt C4 automatic transmission. New brakes all the way around and master cylinder, solid flo master 40 exhaust. Solid car, solid floors, runs and drives great. Can email pictures from [Fordfalcon68@msn.com](mailto:Fordfalcon68@msn.com). \$3500. 260-482-7399, ask for Bill. IN.

1967 Futura two door sedan, partially restored. 302 V8, three speed automatic, runs and drives well. Rust on roof repaired with new metal and new vinyl top. Body and floors solid. Decent original interior. Includes some extra parts. \$3900 OBO. E-mail Bert at [poston@gmail.com](mailto:poston@gmail.com) or call 706-537-2308 for photos or more information. Dalton, GA.

1967 Falcon Futura Sports Coupe, red exterior, original red car, black interior, all new upholstery, car can be seen in July 2012 issue of Falcon news. Runs and drives great, 200, automatic, new bumpers, great brakes, great exhaust. Hop in and drive. \$6500. Bill, 260-482-7399 or [fordfalcon68@msn.com](mailto:fordfalcon68@msn.com). IN.

1966 Ranchero, white, mild custom. White two tone paint, Gunmetal Grey and White. Custom interior Gray Tweed with Black Trim. Engine is a 351/4V, modified. Rhino bed liner. Wheels upgraded. Undercarriage solid



and restored, engine restored, minor dirt and grime, engine compartment, restored and solid. No excessive leaks in drive line. Solid and restored. Classified as a #2 vehicle. Recent appraisal finds interior above average, exterior excellent, engine condition above average. \$25,000 OBO. Wilma Miles, 405-659-0211 or 405-478-1550. OKC.

1965 Ford Falcon Sprint. THIS IS THE FIRST SPRINT PRODUCED as documented in the November 1999 Falcon National News at the Lorain, OH plant! Four speed, built 302, Turquoise exterior/upholstery. All mechanics rebuilt approximately 15,000 miles ago. Crager SS mags. \$17,000 OBO. Melvin Smith, 478-836-2205 or msmith8253@aol.com. GA.

Nice 1964 original Falcon Futura, two door hardtop coupe. 6 cyl. 170 cu engine, automatic transmission, factory A/C. Engine, transmission and car total restored at 100,000 miles. High #2 mint condition. Priced way below replace restore cost, a real bargain at \$8750. 817-573-3796. Photos available. TX.

1964 Ford Falcon Sprint. Four speed, built 302, Raven black exterior, Apache red upholstery. Rotisserie restored (over \$27,000) with pictures approximately 1000 miles ago, engine/transmission—NOS Hurst shifter/linkage, approx. 750 miles ago. New American torque thrust mags, tires, exhaust. \$22,000 OBO. Melvin Smith, 478 836-2205, or msmith8253@aol.com. GA.

1964 Falcon Window Van. Rolling chassis set up for 302 V-8 and AOD transmission. Rebuilt Ford 9 inch rear end installed. Minor rust in front of rear wheel wells. Some small dents. Underside sandblasted and clean. Interior package and outside chrome package included. Many spare parts as well. Asking \$2500. OBO. Lloyd Marsh-

ment, 519-542-3684 or gear\_head@cogeco.ca. Ontario, Canada.

1964 V8 Futura Hardtop: 260, 3 speed stick (converted to a floor shift) red outside, black interior, bench seat car. Very little rust, good glass, restorable trim and bright work. A pretty original car without too many modifications, but will need complete restoration. It is a good platform to start with. New master cylinder and wheel cylinders, and carburetor work. It's been sitting for a while, so will need to "sitting" problems fixed to be drivable. I have all the correct pieces to make it a T-10

4 speed car: transmission, shifter/linkage, mount, floor cover, steering column. \$3495.00 as is, \$4250.00 with 4 speed change over. Detailed pictures upon request; Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1963 Falcon Futura two door sports coupe. The car was being built as a gasser. It has a speedway straight axle tack welded in place, The frame rails have been boxed. Floor pans are rusted, have new ones. A five lug rear end to go with it. I have motor mounts and headers to put a 390 in

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### OWNER'S MANUALS

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>'63 <b>B103631</b> <span style="border: 1px solid black; border-radius: 15px; padding: 2px 5px; display: inline-block;">\$12.95 each</span></p> <p>'64 <b>64FAOM</b> <span style="border: 1px solid black; border-radius: 15px; padding: 2px 5px; display: inline-block;">\$12.95 each</span></p> <p>'64 <b>B118005</b><br/>Sprint owner's manual supplement <span style="border: 1px solid black; border-radius: 15px; padding: 2px 5px; display: inline-block;">\$5.50 each</span></p> | <p>'65 <b>65FAOM</b> <span style="border: 1px solid black; border-radius: 15px; padding: 2px 5px; display: inline-block;">\$12.95 each</span></p> <p>'66 <b>B118003</b><br/>High-performance engine owner's manual <span style="border: 1px solid black; border-radius: 15px; padding: 2px 5px; display: inline-block;">\$10.95 each</span></p> <p>'70½ <b>798270</b> <span style="border: 1px solid black; border-radius: 15px; padding: 2px 5px; display: inline-block;">\$14.95 each</span></p> |
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### WIRING DIAGRAMS

|                                                                             |                                                 |
|-----------------------------------------------------------------------------|-------------------------------------------------|
| <p>'60-'62 <b>MP143</b></p> <p>'63 <b>MP144</b></p> <p>'64 <b>MP145</b></p> | <p>'65 <b>MP146</b></p> <p>'66 <b>MP262</b></p> |
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*Your Choice* \$6.50 each

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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## Letters to the Editor

Hello,

I'm John McClung FCA Member #14759 from Winfield, West Virginia. I have been a member of FCA since March 2013. I don't currently own a Falcon but my Dad had a 1961 Falcon and I bought it from him around 1967 or 1968. Unfortunately, I had an accident in 1970 and totaled it. However, when I saw a magazine in the barber shop featuring Falcons, it sparked my interest and I started looking at your web site and decided to join FCA.

I really enjoy your web site and view it most every day. It is very easy to navigate and I enjoy reading all the information on Falcons and the conventions, etc. I also enjoy the magazine and as soon as I get it, I open the envelope and read it cover to cover. And, I read them over and over.

My wife and I viewed all the pictures that were posted for this year's Nationals and found it very entertaining. As a matter of fact, we thought we might attend the Kansas City convention in July 2014.

Thanks again for all the hard work you do in gathering all the information and articles for the web site and magazine. I'm so glad I found it and one of these days maybe I will own another 1961 Falcon and then I can enter the regionals/nationals.

I ordered some Falcon tee shirts and sweatshirt and just love them, I wear them all the time. I've been talking with some people who own Falcons and mentioned to them about joining the FCA. Who knows, maybe one day we can start a club in West Virginia.

—John and Karen McClung  
Winfield, West Virginia

I've been meaning to write a little thank-you to the FCA membership for some time now. I had just raced home in my Falcon to avoid BIG thunderstorm and I decided to get it done while the rain poured down and the lights went out.

RE: Falcon News Shudder Article

A couple of years ago by now, I wrote an article to the Falcon News explaining a problem I was having with a severe shudder I had in my 1965 Falcon whenever I engaged the clutch. I explained in detail all of the things I had tried and the parts I had replaced. I also asked the membership to respond if they had any advice or suggestions. I did hear from several members, both by e-mail and phone. While I didn't keep good enough records to respond to everyone personally, I just wanted to thank all of those who took the time to contact me.

I did think about all of the ideas I received. It took me awhile to gather the parts and install them, but I feel like I have resolved most of the problem; enough to let it rest for now. The last work I did included installation of a new Center Force clutch, pressure plate and throw-out bearing as well as a new Z-bar clutch linkage and pivots on both sides of it. I also installed a new transmission mount before I put the transmission back in. This combination of parts included suggestions from at least two, maybe three members. I can't say for sure which individual part solved the problem, but I believe it was likely the combination that did the trick.

So...thank you all again for your suggestions and I did appreciate hearing from you. Your suggestions helped me keep another three-on-the-tree Falcon on the road; which always sparks some interest at car cruises.

—Bob Smith (FCA#12969)  
Pittsburgh, Pennsylvania

And regarding an article in the August issue:

Please, no more fish stories. This is not *Field and Stream*.

—Hugh Blackstock (FCA #4131)  
Gainesville, Georgia

*Editor's Note: Please do send Falcon related material for the magazine. I can't print it until you send it in.*

### 1960-1970 FALCON

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**obsoletereliableparts.com**



# Woolnough 1967 Sports Coupe

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Tasmania is an island to the south of what we call the big island and we are one night's ferry trip away. It's three hours by road from where the ferry berths to Hobart. It's also one hour by air from Melbourne to Hobart.

We got word the car was in Tasmania and ready to be collected, so my son and I took a trailer up to collect the car. When we got to the shipping compound there, it sat just as it was when I last saw it. Nothing had been tampered with or damaged, not that that was an issue. It was rough and I mean rough.

Four hours later, stopping only for coffee, scallop pies and cakes, we got home. We rolled it into the

shed and I sat down and wondered what I had bought. What we had was a smelly rotting old Falcon I had brought halfway around the world. Well, it was here now. I had invested good money already so the smelly old sow's ear was to become a silk purse.

Even though I had rebuilt a 1938 Ford sedan, a Ford Cortina GT 500 and XW Falcon Fairmont plus a few others when I was a kid, I soon realized this was going to be a lot harder.

We started to tear it down and soon discovered things weren't that bad! The floors needed replacing.



There was collision damage on the left rear that had pushed out the fenders and the front fenders needed a lot of work. All the chrome had to be put back into shape, along with a complete new interior, brakes, engine, gearbox...well just about everything!

Then we got some good news—it seems the engine had been totally rebuilt and hadn't even been started. Well, at least we had something.

First thing was to get the engine out and get the engine compartment sandblasted and painted. We detailed the engine at the same time and fitted a C4 transmission. We had decided to go the road race Trans Am look, so we used a Lokar shifter and, after a bit of bending and relocating, we got it to look like the original stick shift. The engine compartment was



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# Classified Advertising

—Continued from page 7

the car. With a C-6 tranny. I have a 10 point roll cage, aluminim radiator, old school torque thrust wheels with new tires. The hood, deck lid and both front fenders have been sandblasted. All the glass is still in the car, Doors are still on. Some misc. parts to go with car. \$2500 OBO. Curtis Price, 801-689-1203 or [curtisprice63@comcast.net](mailto:curtisprice63@comcast.net). UT.



1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2012. 144 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, for daily use. In the last 12 years, it has been driven 35,000 miles. \$4500. Contact Wendy by email at [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com). KS.



1961 Falcon, White with black vinyl interior. Rust Free. 170 Special 6 cylinder Engine. Standard 3 speed on the column. 97,337 original miles. Very good condition. Parked indoors. \$15,000 OBO. Kelly, 417-459-0624. or [kellylinda723@hotmail.com](mailto:kellylinda723@hotmail.com). MO.

## FALCONS WANTED

1969-1970 Falcon coupe, driver quality or better, must have good paint and no rust. Mechanical challenges ok. Stock or lightly modified, V8 preferred. Willing to travel for the right car for my 1969 model wife. Knowledgeable buyer with nice garage! 717-538-0474 or [dvandtl@yahoo.com](mailto:dvandtl@yahoo.com). PA.

## PARTS FOR SALE

1964 Falcon steering and brake parts: V-8 Steering Box with Pittman arm, \$250, V-8 center link with tie rod ends and idler arm, \$250. V-8 front spindles with Dearborn Classic disc brake conversion including rotors, calipers, brake pads, flexible brake lines and two extra new calipers, \$500. V-8 front brake drums with shoes, brake cylinders and backing plates, excellent condition, \$150. Alan Aniol, 734-552-4177 or [joanal@att.net](mailto:joanal@att.net). MI.

Falcon parts 1964/65: both doors for a Ranchero, \$100 ea. Ranchero V8 suspension parts, two spindles and drums, \$125. Many interior parts including a speedometer in good shape showing 30,000 miles, \$75. Original aerial, \$50. Differential for a 1964 six cylinder [4 lug] complete drum to drum, \$75. Some exterior trim. [hey ranch@aol.com](mailto:hey ranch@aol.com). MO.

1963 Falcon hood ornament, re-chromed, \$299. 1963 Falcon grille and headlight doors, great condition, \$399. 1963 Falcon Futura glove box door, with trim, \$75. 1964 Falcon grille and headlight doors, great condition, \$399. 1963/1964/1965 Falcon/Comet four speed tunnel, \$225. 1963/1964/1965 Falcon/Comet four speed shifter, \$199. 1963/1964/1965 Falcon/Comet gold carpets, front and back, new, \$125. Vic Falcone, 518-355-7756, or [vfalcon64@aol.com](mailto:vfalcon64@aol.com). NY.



1964/1965 Comet/Falcon console. This console is in extremely great condition. The box has been repainted black. Was tan. The console box outside floor mounting holes have been repaired. It has a new aluminum change tray. The chrome around the change tray has been rechromed. The chrome which runs along the top of the box has been rechromed. The chrome end piece at the rear of the box is very nice. The 1/4" rectangular chrome trim on top of the lid looks great. The emblem on top of the lid is stainless steel and engraved (Mercury Comet) The lid rod looks new. The lid hinge to the console box has been anodized. The inside of the box has been flocked like it was when new from Ford. All of the hardware is new. The price is \$700 OBO. Wayne Lennox, 805-488-4568 or [wlennox@roadrunner.com](mailto:wlennox@roadrunner.com). CA.

1965 289 Hi Po short block: VIN # 5F09K725851, cast # C5AE-6015 E, date 5E6. Rebuilt with forged pistons. \$5000.. 1965 289 Hi Po aluminum water pump: cast # C5AE-8505D, \$400. 1965 289: original gold valve covers, \$60; distributor, date code 4KB, \$150; connecting rods, \$100; oil pan, \$35. Keith Litteken 314-480-2556 or [kslitteken@aol.com](mailto:kslitteken@aol.com), MO.

1966-1969 Falcon, Fairlane, Torino, Comet, Cyclone, Ranchero Parts for sale! Large selection of N.O.S., Used



## Classified Advertising

and Restored. Matt or Melissa 209-808-8786, mnmsfalcons.com. Located near Sacramento CA.

Front split bench seat from 1964 Falcon Futura. Black vinyl and seat in excellent condition. Also rear bench seat from 1968/1969 Falcon. Light blue/ dark blue vinyl and seat in excellent condition. Asking \$50 per seat OBO. Lloyd Marshment 519-542-3684 gear\_head@cogeco.ca. Ontario, Canada.



Two very good Ford 8 inch rear center sections. One is a 1965 and the other is a 1969. Both are #1 gear ratio. Both rebuilt with new bearings and seal. Both have 28 tooth axle gears. \$250 each + shipping. Ron Winkler, 775-356-7313. NV.

Chromed and polished Ranchero bed trim; 1960-65 full set, \$650.00 Polished '63 grill: \$595. Re-chromed interior windshield trim for hardtops and convertibles: 3 piece set, \$300-450 exchange, plus shipping. Dagenham transmissions to build, NOS Dagenham shifter boxes, a complete Dagenham change over. Re-chromed '64-5 front and rear bumpers \$360.00 each, exchange, plus shipping. Our source can plate any year Falcon bumper. 13" wire spinner hubcaps, all grades, driver's, good used, restored and NOS. 14" wires spinners buffed; 2 sets. All prices are plus shipping. We have a 30+ year collection of Falcon

and Comet parts, please call/email with your needs. Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at [www.kelloggsgarage.com](http://www.kelloggsgarage.com). CO.

Large 35 year collection of good used parts for 1960 through 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons—New \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or [dbranson@mail.win.org](mailto:dbranson@mail.win.org).

1964 Falcon parts: hardtop doors, fender, deck lid, new C4 Coan tranny, big block clutch fan, clutch disc, clutch forks, carburetors, shifters (some

Hurst), Motorsport aluminum valve covers (high rise), new 4.88 gears (2 sets), headlight bezels, taillight bezels, Lemmans rods and pistons. Call Phil or Claudia 269-746-4385 or 269-369-5059. Liquidating huge collection of Ford parts including numerous new and used 1963 and 1967 Falcon parts and some 1966 Mustang parts. Everything from chrome to tires, including body parts, glass, moulding, grilles, bumpers, exterior trim and body. Priced to sell for a limited time only. Linda Northrup, 269-468-8523. MI.

For sale item new in box and purchased from Dearborn Classics. Deluxe Blue interior door and rear quarter panels for 1964 two door deluxe hardtop, \$200. Console shell, \$75. 1964 under dash air conditioning unit with SD-507 sander compressor, needs restoring, \$100. Gene Heid, 2953 Mount Zion Rd., Bucyrus, OH 44820.

—Continued on page 14

FCA THREE FENDER TEE



Ash short sleeved T with black and yellow FCA logo on left chest and three fender design on back in magenta, navy, yellow, cyan, white and black. \$19 S-XL, \$22 for 2XL-3XL.

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# See the USA — In an Old Econoline



## Call Me Crazy or Stupid...

but I just completed a round-the-country trip in my 1963 Econoline. Ten weeks. Nearly 12,000 miles. Alone.

It all began with a desire to visit numerous friends and family members whom I had not seen in up to 40 years—kind of a Bucket Trip.

Some folks needed to be tracked down, just to find where they lived, or even if they were still alive. So a list evolved and destinations were marked on a USA map. I would leave my home in Upstate New York early in April, with three months allocated.

Then came the effort of preparing my Econoline for the trip. It's a rare factory camper conversion by Travco, with its original 144 ci engine replaced by a 200ci en-

gine about twenty years ago, long before I bought it in 2008. Although already in good condition, I attacked the van to ensure (or at least hope) the old guy would be up to the long journey. So, the brakes were checked and adjusted. The wheel bearings were packed, pan and other leaky engine gaskets replaced, big electric fan installed in front of the radiator, the alternator was rebuilt, four-speed Dagenham gearbox rebuilt, new clutch installed, and the driveshaft balanced. New plugs, cap and rotor. Fresh oil, filter and lube. Tires rebalanced and rotated. It was as ready as I could think to make it.

Much to my disappointment, it was snowing pretty hard on April 2, the day I set off. The old van doesn't handle well in weather like that, but I kept saying, "This





is a test and I'm not turning back." And I didn't. After the first visit with an old friend near Utica, New York, I drove out of the snowy Northeast and into some nicer weather.

And so the journey began. Heading south, along the east coast, I visited a High School classmate near New York City and other friends in the Chesapeake Bay area. A jog into Virginia enabled me to visit more old friends and I made several stops along the way to Florida. All over Floridal visited with old friends, school classmates and relatives. I changed the oil in Delray Beach and left Tallahassee for another thousand miles to Oklahoma and a similar visit with special friends who were about to celebrate their 50th wedding anniversary. With good

fortune, the tornadoes that plagued Oklahoma this spring were not striking while I was there. From there it was on to Taos, New Mexico and a visit with another High School classmate. Farther west to Arizona, I included a few miles on old Route 66, a must for anyone driving in that part of the country!

After more stops in Prescott and Phoenix, it was on to San Diego. The old van was holding up well, with the addition of a little oil and water occasionally. Fortunately, there was not much side wind either, which the owner of any old Econoline will tell you makes driving in a straight line "challenging."

—Continued on page 16



# Classified Advertising

—Continued from page 11

1964-65 Falcon parts: Both doors for 1964 Ranchero with regulators, \$100 each. V/8 suspension parts, two spin-dles and drums, \$125. Many interior parts including speedometer in good shape showing 30,000 miles, \$75. Original aerial \$50. Six cylinder steering box and shaft, \$25. Many exterior trim pieces. Differential for a 1964 six cyl. (4 lug) complete drum to drum. \$75. Email any questions hey ranch@aol.com or call 816-830-2006. MO.

## PARTS WANTED

I need two chrome drip rails for a 1965 Falcon Futura. Haven Paxton, haven-paxton@aol.com.

Wanted: A pair of Falcon Sprint HIPO exhaust manifolds. These manifolds were made several years ago exclusively for 1963, '64, and 1965 V8 Falcons and not the exhaust manifolds used on HIPO mustangs and Fairlanes. Robert Storey, 803-513-0021 or rlstorey71@yahoo.com, SC.

Trunk lid for 1965 Falcon Futura two door hardtop. Prefer no rust through holes. George Black, 386-325-9623 or geolaura11@hotmail.com. FL.  
Want a set of the reproduction Falcon HIPO exhaust manifolds or if someone only has the passenger side, I would like to buy it. Contact Robert Storey at 803-513-0021 or rlstorey71@yahoo.com. SC.

Hurst Shifter #3918789 to fit manual four speed (application, 1963-65 Falcon) and Hurst installment kit #3733164 for same application. Kelly Cox, 918-366-2403. OK.

WANTED: Looking for an original V8 automatic radiator for a 1964 Falcon. Condition is unimportant, as long as the top tank has the proper date code and parts identification. Radiator top tank must have a "10-63" date stamp and a "C4D\_" or a "C4Z\_" parts ID stamping. Roger Carter, rlcarter72@rconnects.com. OR.

WANTED: 289 Hi Po San Jose built 4 speed radiator, Top tank is stamped: C4ZE W-MO  
G2 2-65.  
3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th 1965 at the San Jose, CA plant. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO.

WANTED: 1965 Falcon Deluxe Ranchero Gas Cap With Trim. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

1961 Falcon: I need a set of half moon chrome moldings that go on front fenders in good shape. Jeff, 309-212-6528 or Jeff\_schlink@hotmail.com. IL.

1966-1970 Falcon hood and front bumper. Bumper can be a core shape bumper, going to paint. Bill, 260-482-7399 or ford Falcon68@msn.com. IN.

## MISCELLANEOUS WANTED

I would really like to get a copy of the article regarding "Reproduction 289 HiPo Exhaust Manifolds 1963-65". This article was printed in issue FCA Newsletter dated Feb 2000. Robert Storey, 803-513-0021, rlstorey71@yahoo.com SC.

My name is Marc Veenhuis I'm from Holland and I love cars as long as I can remember. I had six strokes (cerebral infarctions, CVA or other medical terms are used for this) so I am in a wheelchair most of the time. Between my physical treatments, I try to collect car emblems; this is not only a hobby but a kind of therapy too because it keeps my memory active when I try to remember car names and the cars they belong to. Maybe you have got some spare or slightly damaged car badges lying around. Just Plastic or metal badges you cannot use anymore, I really would love to receive them for my collection, I will appreciate that very much. With kind regards and respect, I hope to hear from you soon. Marc Veenhuis, Boomgaard 10, 7021 KZ Velswijk - Zelhem, The Netherlands. Email Carnut8@hetnet.nl or carnut@kpnmail.nl.

## INFORMATION WANTED

I recently purchased a neutral safety switch for my 1965 Falcon Sedan Delivery. The problem is I cannot find any info on installation of this product. Can anyone provide information? Do I need to remove the entire steering column? Ed Jackson, eddebrns@gmail.com, MI.

## DID YOU KNOW?

Your Falcon can be featured on the renewal card FCA Members receive when it's time to renew. Send a digital photo (and \$100) to Denise Sword, fca.membership@yahoo.com or the Editor.

## PASSWORD

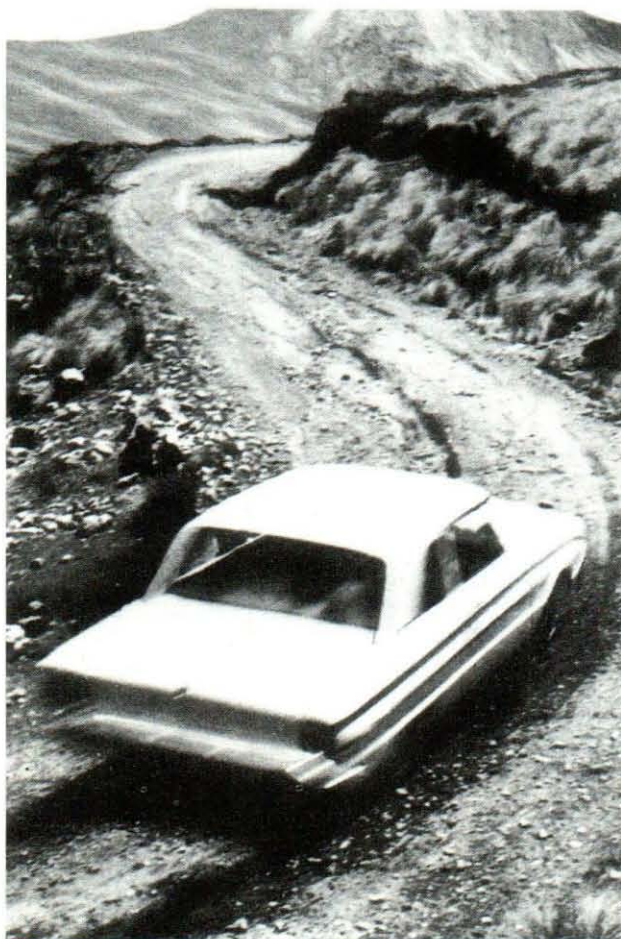
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# See the USA — In an Old Econoline

—Continued from page 13

The route George took around the USA is highlighted in yellow, traveling roughly clockwise. Red dots are people visited; blue dots are motel stops.



—Continued on page 20

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# Falcon Club of America

## 2013 Business Meeting Minutes Bill Poole, Recording Secretary

—Continued from page 3

### REPORTS

#### TREASURER'S REPORT

At the request of President McKay, FCA Treasurer Pam Dinzebach gave the following banking summary for the period 7/1/2012 through 6/30/2013:

Total income, including advertising, dues and donations: \$92,117.98

Total expenses, including bank charges, corresponding secretary expenses, insurance, postage, printing, publication design: \$85,531.77

Net difference: \$6,586.21

(Note...a detailed Treasurer's report is included at the end of these minutes)

Pam noted that the club is doing very well financially and, as Bonnie mentioned, the Club Store is now self-sufficient so there was no loan to the club store this past year.

#### Audit Committee Report

At the request of President McKay, Jim di Zerega (03520) reported for the Audit Committee. Jim noted that he filled in for Dennis Lebo this year and worked with Barry Fischer (02946) on this year's audit. Jim said they reviewed the club's income and expense reports, individual transaction reports and spot-checked some invoices. They found no problems and took no exceptions to the records. He and Barry also reviewed the Club Store records and found everything in order there, too. He complimented Pam and Bonnie for keeping such good records.

President McKay thanked Jim and Barry for their work on the Audit Committee. Cliff asked other members that would like to serve on this committee to see him after the meeting.

On motion of Ron Brown (02254), seconded by Chuck Beason (00774), the Treasurer and Audit Committee's reports were accepted as written. The motion passed unanimously.

President McKay introduced Wally Till, FCA Internet Director, and Denise Sword, FCA Corresponding Secretary, and thanked them for their work the past year.

### OLD BUSINESS

#### FCA INCORPORATION

Cliff noted that he and the Board are still working on this item. He noted it's a complicated matter, but they continue to make headway and hope to have the matter completed within a year or two.

#### FCA DATABASE

President McKay recognized Fay di Zerega from the Mile-Hi Chapter for helping with this project which tracks information about club membership.

#### IN REMEMBRANCE

At the request of President McKay, the following members were mentioned as having died within the past year:

Lewis Freeman: Heart of Texas Chapter

Richard and Hazel Kerbow: Southeast Chapter

Joe Stowe: Suncoast Chapter

Wally Todaro

Jack Gillis: Metro Detroit Chapter

Don Day: Capital City Chapter

Huie Stone: Third Coast Chapter

Glenn Armstrong: Sooner Chapter

A moment of silence was observed in memory of these and other FCA members that died over the past year.

### NEW BUSINESS

#### ELECTION OF OFFICERS

President McKay opened the floor for nominations for the FCA Board of Directors to take the place of Dave Wagner whose term expires on September 1, 2013.

On motion of Pat Varricchio (11958), seconded by Wally Till (08655), Wally Peterson (08226) was nominated for a 5-year term on the FCA Board of Directors. On motion of Kent Whisenand (09618), seconded by Bonnie Stringer (00938), Jan Brown (02254) was nominated for a 5-year term on the FCA Board of Directors. On motion of Mark Sword (01000), seconded by Roy Sword (00001), Frank Bell (02572) was nominated for a 5-year term on the FCA Board of Directors.

The membership was asked three times for additional nominations. None were given. Cliff closed the nominations for Board of Directors.

Cliff asked Jan and Frank to step out of the meeting and asked Wally to discuss his qualifications for a position on the FCA Board of Directors.

Wally noted he is a member of the Metro Detroit Chapter, owns a 1965 Futura convertible, and has been a member of the FCA for over 10 years. He is retired from Ford Motor Company and traveled around the country in his job. He has been married for almost 40 years and has 2 sons, a daughter and 2 granddaughters. Wally left the meeting for Frank to address the members.

—Continued on page 18



# Falcon Club of America

—Continued from page 17

Frank noted he had served on the FCA Board Directors from 2003 until 2008, joined the FCA in 1985, has attended numerous FCA National Meetings and is married with two children. He is an investment advisor and insurance agent and would bring that background to the Board. Frank left the meeting for Jan to address the members.

Jan noted this is her 28th FCA National Meeting and she has previously served on the FCA Board of Directors. She has also been the FCA Chapter Coordinator and held several offices in her Chapter.

Ballots were distributed and collected. While the ballots were being counted, President McKay asked for an update on the 2014 FCA National meeting near Kansas City, Kansas.

## 2014 FCA National Meeting

Jim Guthrie explained that the 2014 FCA National meeting would be held at the Doubletree Hotel in Overland Park, Kansas. They are still working on the program but are planning a tour of a brewery and a Ford Motor Company plant. They are also looking into a visit to an art museum and the

Kansas City speedway. More information will be provided at the Awards Banquet this evening.

## Board of Directors' Meeting

Cliff noted that there are 2 items coming from the Board of Directors that will require a vote later in this meeting.

The first is a suggestion that the FCA By-laws be amended to change the title of our Corresponding Secretary to Membership Secretary to more fully explain the duties of that position.

The second is another By-law amendment that would split the Daily Driver Category into Daily Driver and Occasional Driver Sub-Categories. Cliff asked Dave Wagner to explain this proposed By-law change in more detail.

Dave explained the proposal would amend Section 5.6.3.2 of the FCA By-laws by changing the Category name from Daily/Street Driven to Daily/Occasionally Driven with the following text:

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# Falcon Club of America

"Daily Driven: this category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, the Daily Driver portion of this category is for those special Falcons that you see on the street every day! These Falcons are the primary transportation for their proud owners and driven at least ten thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery store. They are often the son's or daughter's first car and are depended upon to get them to school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to make room for Mom's new Ford; they are also the ones that will start when the new one refuses to face the cold of winter. Definitely not a show car, but for sure, a winner! These Falcons may be detailed but usually not to show conditions. Sometimes a nice set of wheels like Magnums or even steel wheels and not quite show quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it. Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this daily driver. Maybe an alternator sits where a generator once resided. One can easily understand wanting a dependable charging system! The beauty of the Falcons in this category is not that they are perfect. They are well-maintained attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go."

Occasionally driven: this portion of the category is for the Falcon that is driven a lot even if not on a daily basis. Falcons in this portion of the category are driven three thousand five hundred miles or more each year. These Falcons may be stock or modified and are always driven to local cruises, events and car shows and are never trailered. Regardless of the miles driven each year, these Falcons are always clean, detailed and ready to show.

Dave explained if these changes are accepted, the Board recommends splitting the current classes in the existing Daily/Street Driven Category as follows:

Class R: sedans and utilities, all years, daily driven

Class S: hardtops and convertibles, 1963-65, daily driven

Class T: sedans and utilities, all years, occasionally driven

Class U: hardtops and convertibles, 1963-65, occasionally driven

A lengthy discussion followed with clarification provided that no additional classes would be needed with this change.

One member supported the change and suggested that both the Daily Driven and Occasionally Driven sections contain the "never trailered" language.

Many members spoke in opposition to the "never trailer" language in the recommendation. The reasons for the opposition included being comfortable driving their Falcon many miles each year close to home, but not wanting to drive it across the country, the "never trailered" language may discourage members from taking their cars to FCA national events, trailering your Falcon gives you an extra vehicle at a national event so the family can visit other attractions and the show at the same time, and some family members will not travel across the country in a car without modern conveniences and safety features.

Dave Wagner explained that the purpose of this amendment was to give members that could not compete with expensively modified or restored Falcons a category in which to enter their cars at FCA events.

Robby Sutton (04309) suggested amending the recommendation to delete the "never trailered" language, and if that amendment passes, voting on the amended By-law change. Ron Brown advised that the By-laws only permit a vote on the amendment recommended by the Board of Directors.

Ron Brown (02554) made a motion, seconded by Frank Bell (02572), to accept the amendment to Section 5.6.3.2 of the FCA By-laws as recommended by the Board of Directors. The motion failed.

## Election of Officers, continued

President McKay advised that the ballots have been counted and Wally Peterson will begin his 5-year term on the Board of Directors on September 1st.

Cliff asked for nominations for Vice-president of the FCA.

On motion of Bonnie Stringer (00938), seconded by Wally Till (08655), Mary Wagner (05476) was nominated for Vice-president of the FCA. The membership was asked three times for additional nominations. None were given. Cliff closed the nominations for Vice-President.

Mary Wagner was re-elected Vice-president of the FCA for 2013-2014 by acclamation.



# See the USA — In an Old Econoline

—Continued from page 13

I made another oil change in Orange, California, one day before the rear universal joint began vibrating. Oops! This required an additional day in Goleta, California, waiting for the right u-joint to be shipped in. The shop observed a weeping soft plug and leaky fuel pump. I replaced the pump since it was costing me extra for gas, at \$4.25/gal. in California. The freeze plug would hold until I got home.

Once the u-joint was received and installed, I was on my way again, headed for Sacramento. Another visit there and also in lovely little Greenville, California before driving north to Seattle. A day after I left Greenville, they had a 4.5 earthquake. More weather good fortune for me!

I have a cousin and an uncle living in Seattle and spent three days visiting each, then headed east on I-90 toward Missoula, Montana to visit a nephew there. After another overnight in Custer, South Dakota, I drove to Denver to see yet another cousin.

This is a Falcon Club magazine, so I should keep my notes relevant to the vehicle, but the purpose of the trip was the visits with the old friends and many family members and without exception, it was a lifetime experience. It was great

catching up and reestablishing friendships all along the way.

Once I was home again on June 9, the old van got some much-needed servicing, including replacement of the weepy freeze plug. It was actually beginning to rust through! Not enough rust protection somewhere in an earlier life.

Also replaced were the spark plugs and plug wires, apparently responsible for some hesitation experienced near the end of the trip. A couple axle oil seals need replacement, too. Parts are ordered.

The old van delivered between 17 and 20 mpg all over the country, hot and cold, up and down. Not bad for something as aerodynamic as a Series 1 Econoline! I often wondered how the original little 144

engine would have struggled. No substitute for cubic inches!

So here's the question— Is it OK to drive your Falcon all around the country? Absolutely, providing a thorough check-out and some preventive maintenance is done first. Would I do it again? Same answer. Yes. And I might. These vehicles were brand new once and there is no reason why they shouldn't be as reliable now with thorough preparation.

See you on the road! Next time I may be driving my 1962 Falcon Futura!

—George Haynes (FCA #14440)  
Webster, New York

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# Woolnough 1967 Sports Coupe

—Continued from page 9

painted satin black, much to the horror of Australian Ford nuts who think all Fords use body colour. I hate Ford blue engines, so the block was also done satin black and the gearbox polished and cleared.

The brakes and front suspension needed an upgrade and we used Australian Falcon front discs and calipers. The Shelby front suspension trick was done on the wish bones and new heavy race springs and shocks were put in place. A Falcon power booster was used, requiring a bit of work and thought to make it look stock. We had the booster powder coated black and attached a new duel master cylinder. All new lines were run to the front and the back brakes which were upgraded with bigger pads and drums.

We had decided on the interior color so it was just a matter of ordering from Dearborn Classics. When it arrived we sent all the bits to an upholsterer who sent me back a complete interior a few weeks later. This was a huge boost. Gee, we thought it's nearly finished.

At this point there was some talk of rat rod finish but it didn't fit my vision for the car. We had come this far, so it needed to be finished properly.

My friend Chris Elphingstone had just done his 1963 Galaxie

coupe and the detail and workmanship on this car was fantastic. He offered to finish the body on my car, so I handed it over to Chris. The car needed to be stripped totally of everything including the paint. He wanted to see what was there and fix it if it needed fixing. We soon found

out how different the us cars are to the Australian four door cars! Nothing on the body except the trunk lid and the hood are the same as the 1967 even Australian rust floor sections are different, as are bumpers, glass and body panels so on most cases new panels were hand made by Chris to fit.

—Continued on page 24





## FCA REGULARLY SCHEDULED CHAPTER MEETINGS

**Alamo Chapter  
San Antonio, TX**  
2nd Sun.—monthly  
Pig Stand, 1508 Bdwy.  
San Antonio, TX  
(210) 626-2050

**Arizona Chapter  
Phoenix, AZ**  
2nd Sat. except June,  
July, Aug. at Berge Ford,  
460 E. Auto Center Dr.,  
Mesa, AZ  
(480) 888-0589

**Bluegrass Chapter  
Louisville, KY**  
2nd Sat. Every 3 months  
4:30 PM at Mark's Feed  
Store, 6501 Bardstown Rd.  
Fern Creek, KY  
(502) 290-8716

**Blue Ridge Chapter  
South Carolina**  
3rd Sun.—monthly  
Greer, SC  
(864) 879-1060

**Capital City Chapter  
Austin, TX**  
3rd Sat.—monthly, 4 PM  
(512) 670-0544

**Carolinas Chapter  
Charlotte, NC**  
1st Mon.—7 PM  
Holiday Inn Express  
Hotel, 2491 Wonder  
Dr., (Exit 60: I-85)  
Kannapolis, N.C.  
(704) 736-1920

**Central California  
Falcons  
Bakersfield, CA**  
1st Tuesday 6:30 PM  
Marcia's house,  
5304 Southshore  
(661) 587-8539

**Columbia River Chapter  
Vancouver, WA**  
1st Thurs. - monthly,  
7:30 PM, March -  
November.  
Benny's Rod & Custom  
Pizza Café  
4219 NE St. Johns Rd.,  
Vancouver, WA  
(360) 225-7403

**Early Falcon Car Club  
of Victoria, Inc.  
Australia**  
1st Tue. 7:30 PM  
Cafe Hotel, Melbourne  
9369 1574

**Founder's Chapter  
Arkansas**  
2nd Sat.—monthly  
(501) 605-1370

**Gateway Chapter  
St. Louis, MO**  
4th Sun.—monthly  
(636) 677-4670

**Golden Gate Chapter  
San Francisco, CA**  
2nd Sat—Odd Months  
(408) 293-5848

**Greater Ozarks Chapter  
Springfield, MO**  
2nd Sun—Even months  
Panera Bread, North  
Kansas Expressway,  
Springfield MO. 2 PM.  
417-761-2677

**Hoosier Chapter  
Indiana**  
1st Sun.—monthly  
Edwards Drive-In  
2126 S. Sherman Dr.  
Indianapolis  
(317) 418-8301

**Lone Star Chapter  
Mt. Pleasant, TX**  
3rd Sun.—monthly  
(903) 572-9593

**Metro Detroit Chapter  
Detroit, MI**  
1st Sun.—bimonthly  
Holiday Inn Southgate,  
17201 Northline Road,  
Southgate, MI  
(313) 382-2993

**Mid America Chapter  
Kansas City**  
1st Fri.—monthly  
(913) 592-3571

**Mile Hi Chapter  
Denver, CO**  
3rd Fri.—monthly  
(303) 857-9360

**Music City Chapter  
Nashville, TN**  
Monthly Meetings  
Call for dates/locations  
(615) 452-0321

**Northeast Chapter  
New England**  
3rd Sat.—monthly  
northeastfalconchapter.  
com  
(401) 823-1059

**Northland Chapter  
Minneapolis, MN**  
2nd Sun.—odd months  
(651) 458-1707  
northland-falcons.com

**Rainier Chapter  
Seattle, WA**  
3rd Wed.—monthly  
except Dec., Feb. Varied.  
RainierFalcons.com  
(206) 290-3093

**River City Chapter  
Sacramento, CA.**  
2nd. Sat. even months  
12:00 PM, Round Table  
Pizza  
1566 Howe Ave  
Sacramento, Ca.  
(209) 957-0974

**So-Cal Falcons  
Pasadena, CA**  
2nd Saturday, bi-monthly  
(805) 583-4403

**Sooner Falcons  
Oklahoma City**  
3rd Sat.—monthly  
(405) 820-4808

**Sonoma County  
Santa Rosa, CA**  
1st Thurs.—monthly  
(707) 539-2860

**Southeast Chapter  
Georgia**  
1st Sun.—monthly  
(770) 887-6268

**Space City Chapter  
Houston, TX**  
2nd Sat.—monthly  
Prince's Drive-In, I-45 &  
Fuqua; 6:00 PM  
(713) 703-5110

**Star City Falcon Club  
Roanoke, VA**  
Monthly meetings  
Call for date/location.  
(540) 254-1515

**Third Coast Chapter  
Houston, TX**  
3rd Saturday even months  
Valley Ranch BBQ  
22548 SH 249  
Spring Cypress at 5:30 pm.  
281-467-4607

**Virginia Falcons  
Richmond, VA**  
2nd Sun.—even months  
(804) 739-1615

**Wheat State Chapter  
Wichita, KS**  
1st Sat.—even months  
(316) 838-7487

**Wild West Falcons  
Chapter  
Western Colorado**  
Meetings Quarterly  
Call for dates & locations  
Ted (970) 314-2498



# Falcon Club of America

## 2013 Business Meeting Minutes Bill Poole, Recording Secretary

—Continued from page 19

Mary thanked the members and opened the floor for nominations for FCA President.

Ken Whisenand (09618) nominated Cliff McKay for President of the FCA. The membership was asked three times for additional nominations. None were given. Mary closed the nominations for President.

Cliff McKay was re-elected President of the FCA for 2013-2014 by acclamation.

### Board of Directors, continued

Cliff advised that a sentence was inadvertently left out of the By-laws during the last rewrite. The Board did not feel it was necessary to amend the By-laws to correct this error.

President McKay explained the recommendation from the Board to change the title of our Corresponding Secretary to Membership Secretary. The vote to approve this change was unanimous.

Cliff advised that the Board recommended that Pam Dinzebach and Bill Poole remain as Treasurer and Recording Secretary of the FCA respectively for the next year.

Cliff also reported that the FCA is looking for an individual to act as the Advertising Director for the FCA National News and asked interested members to see him or Mary Wagner. Also, Bill Poole would like to be replaced as Recording Secretary in the next year or two. Interested members should see Bill and then contact Cliff or Mary. Finally, the Board is looking for a member with insurance experience to review the current FCA insurance policy to determine if it is adequate.

### Other Business

Blake Philpot (11332) recommended that the FCA National meeting be changed to October. Cliff asked Blake to send his proposal to his Regional Director so the Board can consider it before next year's FCA National meeting.

There being no further business, it was on motion of Roy Sword (00001), seconded by Frank Bell (02572), that the 2013 FCA Annual Business Meeting be adjourned at 3:30 PM. The motion passed unanimously.

—Continued on inside back jacket

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October 2013

23



# Woolnough 1967 Sports Coupe

—Continued from page 21



After two years of hard work we were ready for the paint. Everybody had an opinion on a color, from the original light blue to bronze, black, red but we settled on a special mix and called it Ford Racing White, a sort of a cross between white from a Lotus Cortina and polar white on early Falcons. With the dark red trim



it had to look good.

I really wanted the race look so we used a GT350 dash pod for the oil and tachometer. A Cobra replica steering wheel has been fitted and we kept away from a

new audio system. The car had to look as if Ford us had built a GT. There are stories of a Mexican GT with some dubious photos about, but it didn't look too bad, so we went with it. A blackened grille and a set of GT stripes on the lower doors. We used Australian performance superlite wheels to finish it off. Because the car uses an automatic we used GTA badges in the stripe and on the trunk. We tried to keep the colors to white red and black and apart from air cleaner and valve colors it has worked.

When you build a car like this you can't do it without good friends. I must thank Chris for his fantastic body and paint work and heaps of other things. The car would not have been done without his help.

My son Grant was always there when I needed him as well as my mechanical genius Maurice. You have no idea what this man can do with a car.

We had another little helper who sadly passed away during the cars restoration. His name was Spook... small, black, furry he guarded the car for nearly two years making sure no kangaroo or wallaby got near it. We have dedicated the car to Spook and, just like Carol Shelby, he has his name on the glove compartment lid. This car was built for all my friends to enjoy. It is now fully licensed and being used.

—Rodney Woolnough  
(FCA #13295)  
Glenochy, Australia

